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(54) **SLIDING/FOLDING SOFT TOP ASSEMBLY FOR SUV**

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(52) **U.S. Cl.**

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(58) **Field of Classification Search**

CPC B60J 7/061

USPC 296/107.13

See application file for complete search history.

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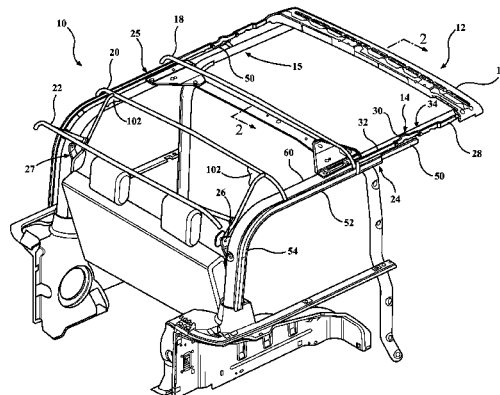
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ABSTRACT

A sliding/folding soft top assembly having opposing first and second linkage assemblies with a plurality of guide rollers located within a first and second guide track for selectively moving the soft top assembly between a deployed position to a first stowed position or a retracted stowed position. A first bow and second bow are coupled to each of the first and second linkage assemblies, which include a first pivot joint for rotating the first bow to the first stowed position. A rear pivot joint allows a rear link of the first and second linkage assemblies to rotate in an area where the first and second guide tracks curve. A third bow is rotatably connected to first and second pivot brackets, and a fourth bow is pivotably connected to the third bow, to allow rotation of the third and fourth bow between the deployed position and retracted stowed position.

19 Claims, 17 Drawing Sheets



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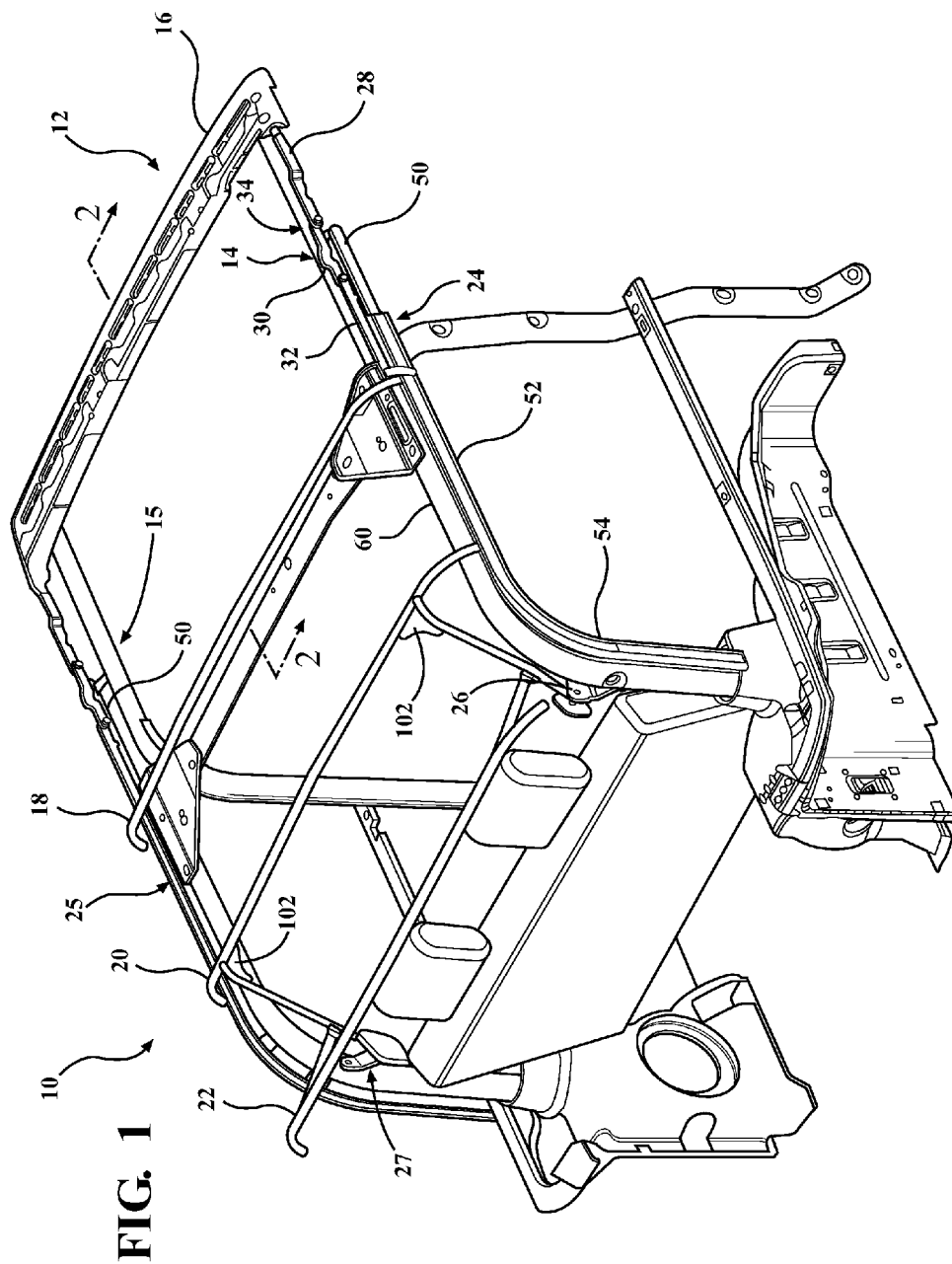
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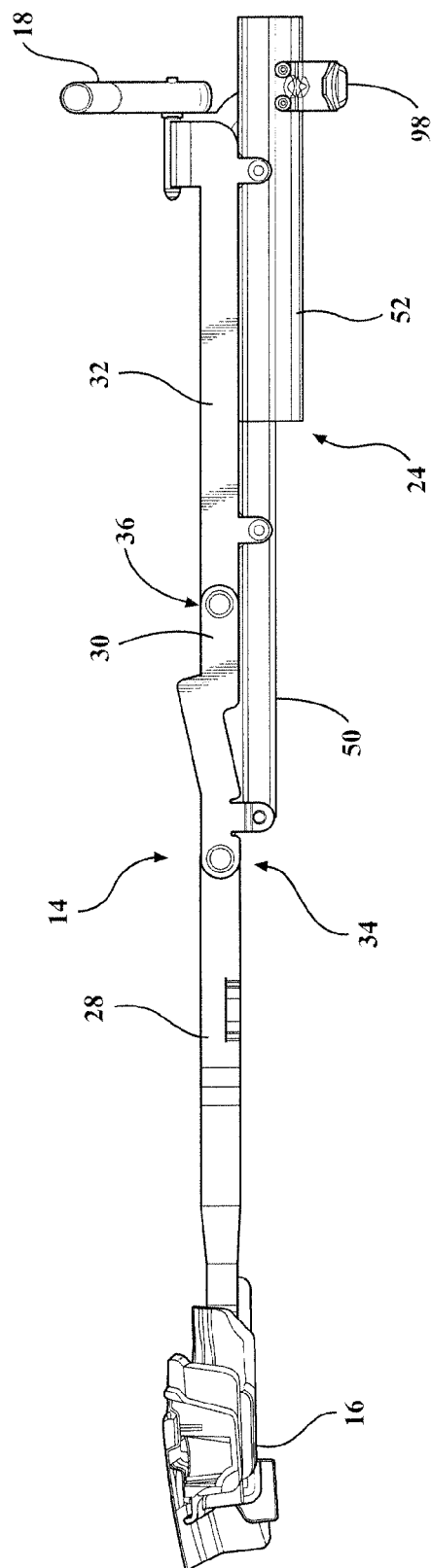
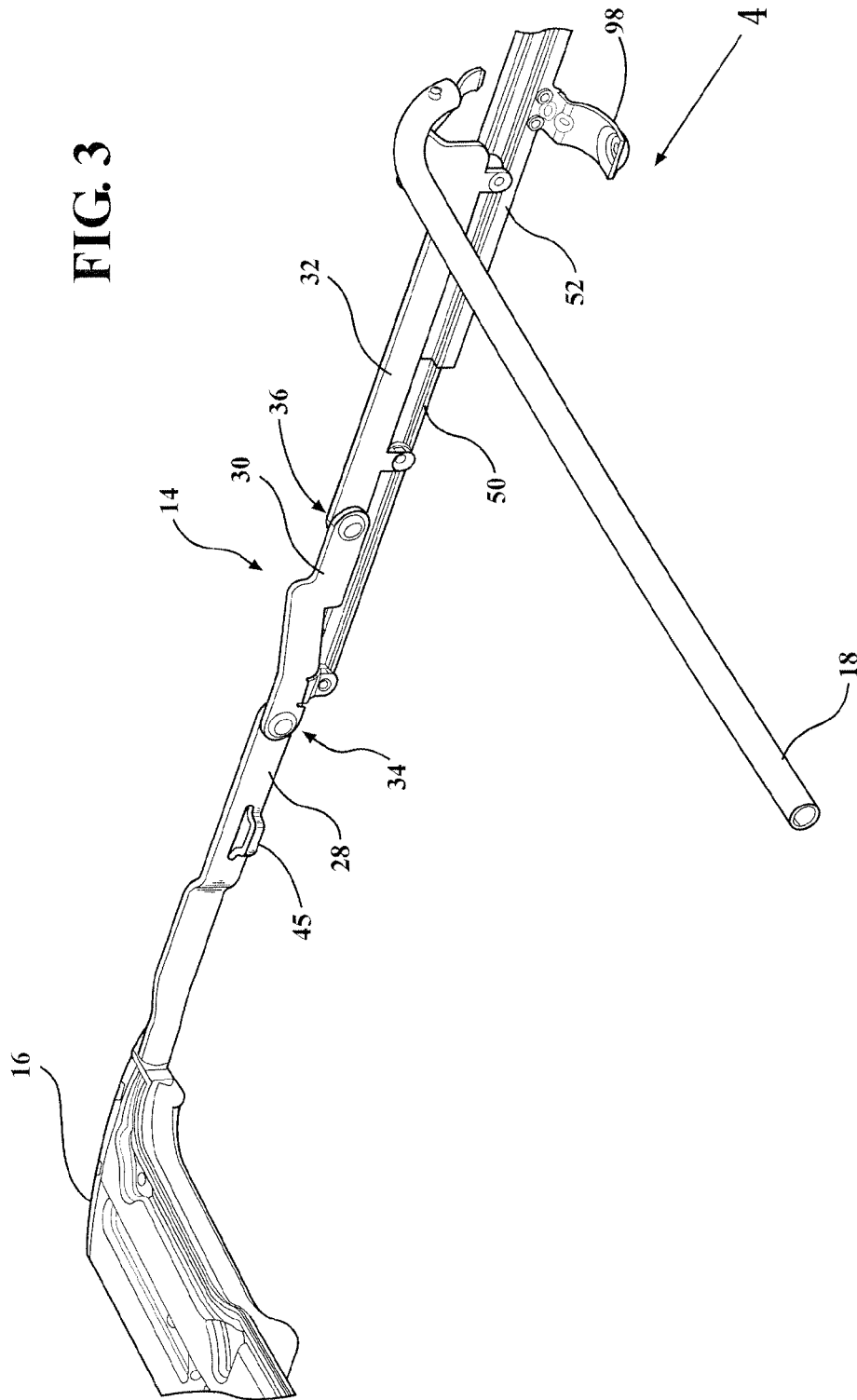


FIG. 2

FIG. 3



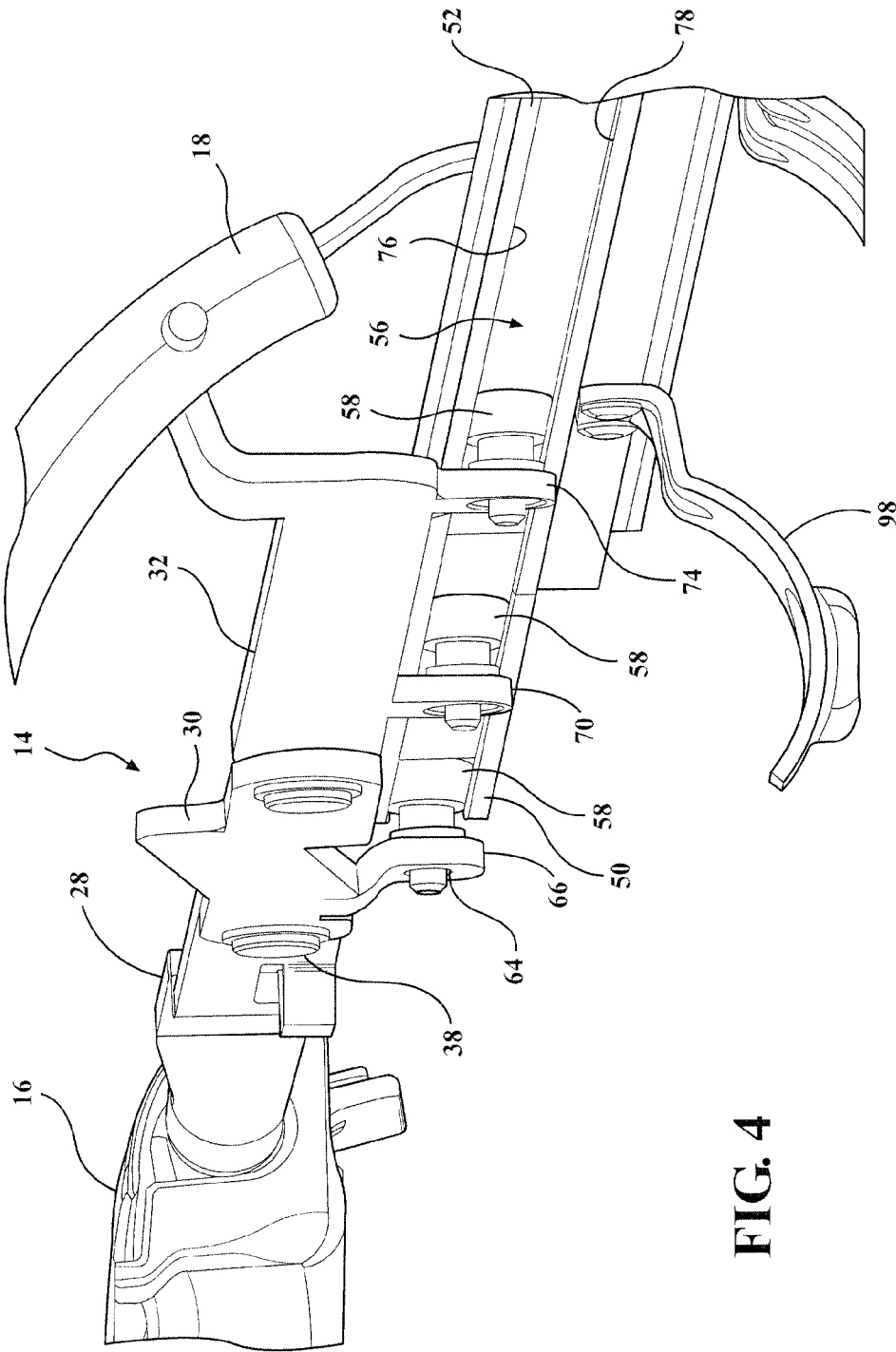
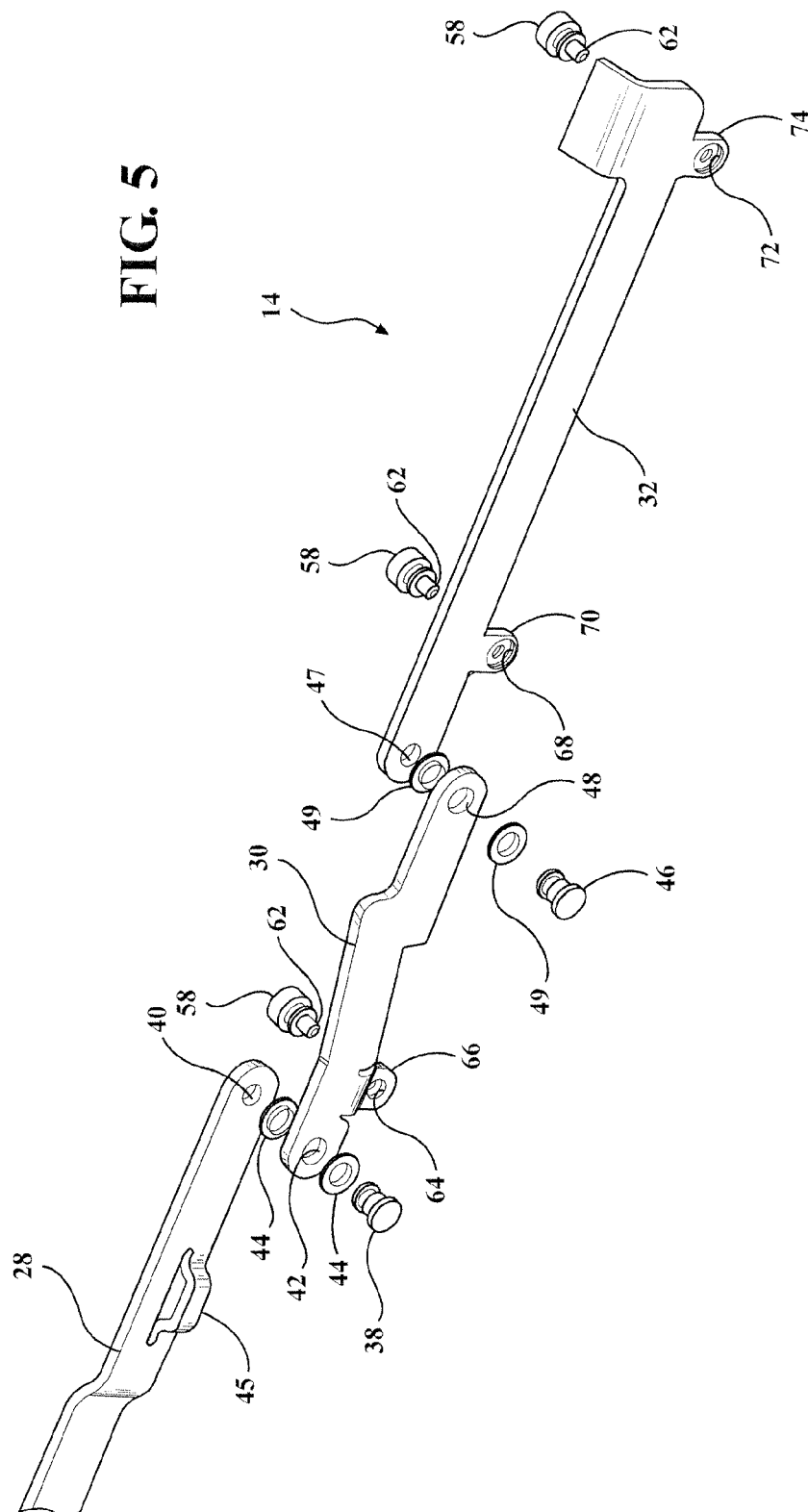


FIG. 4

FIG. 5



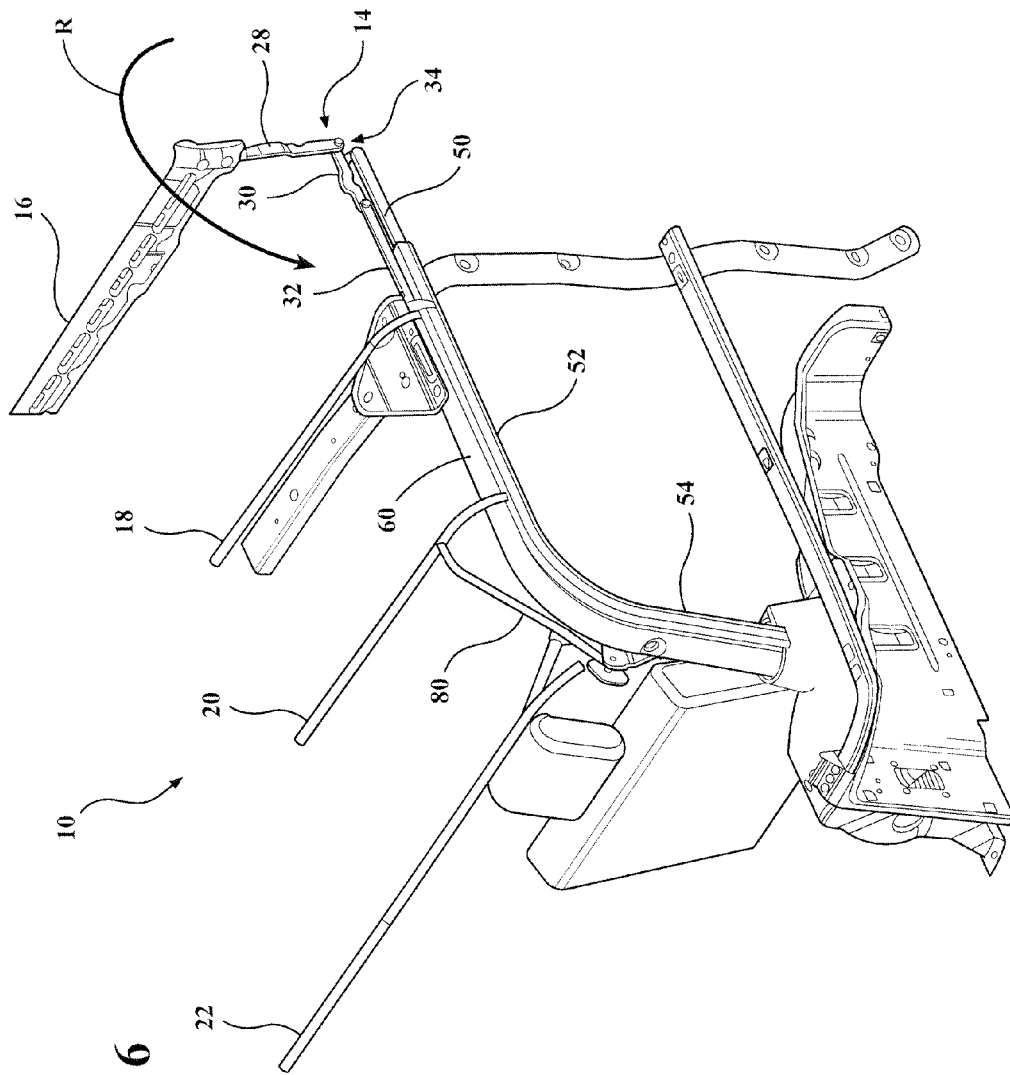
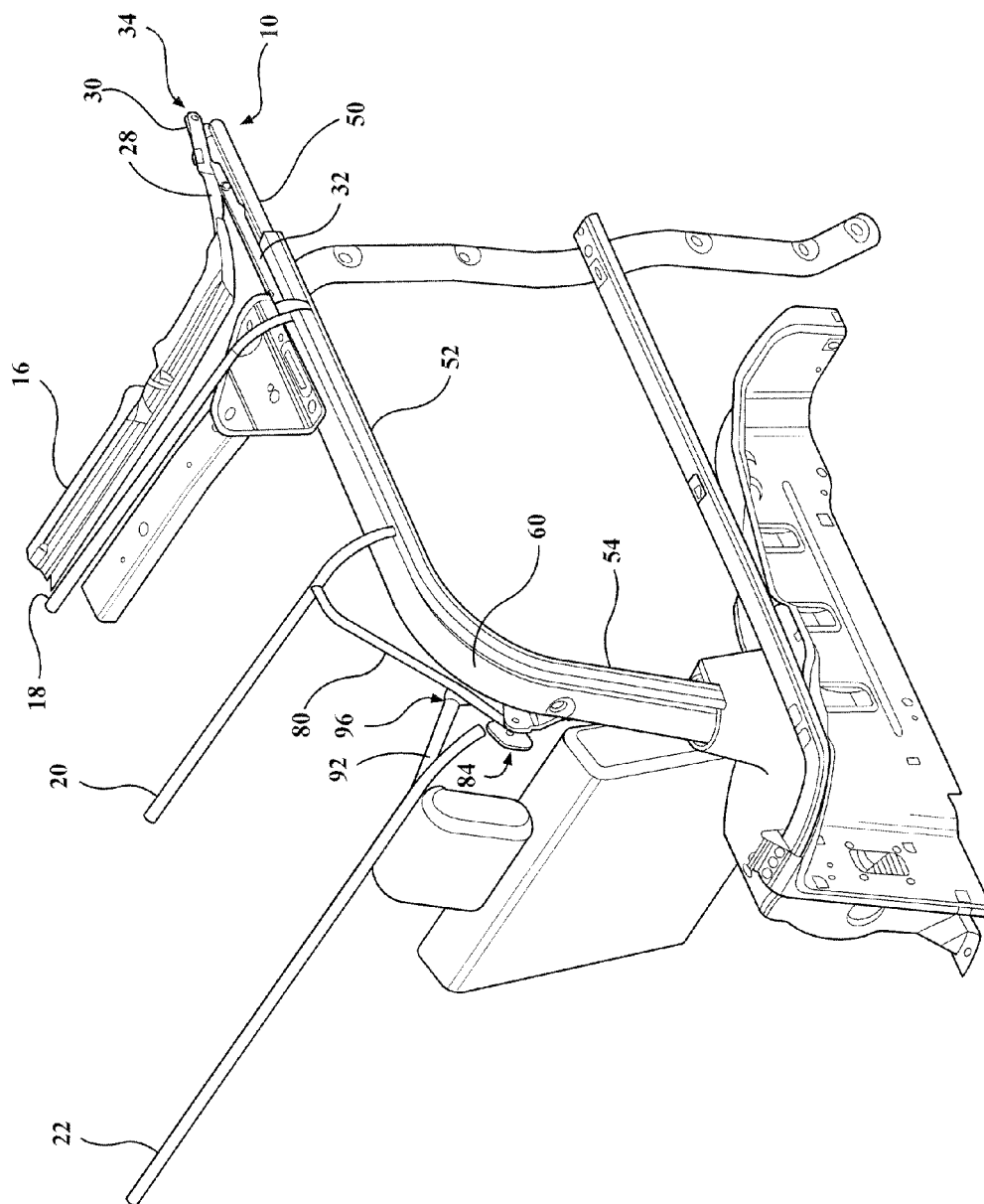
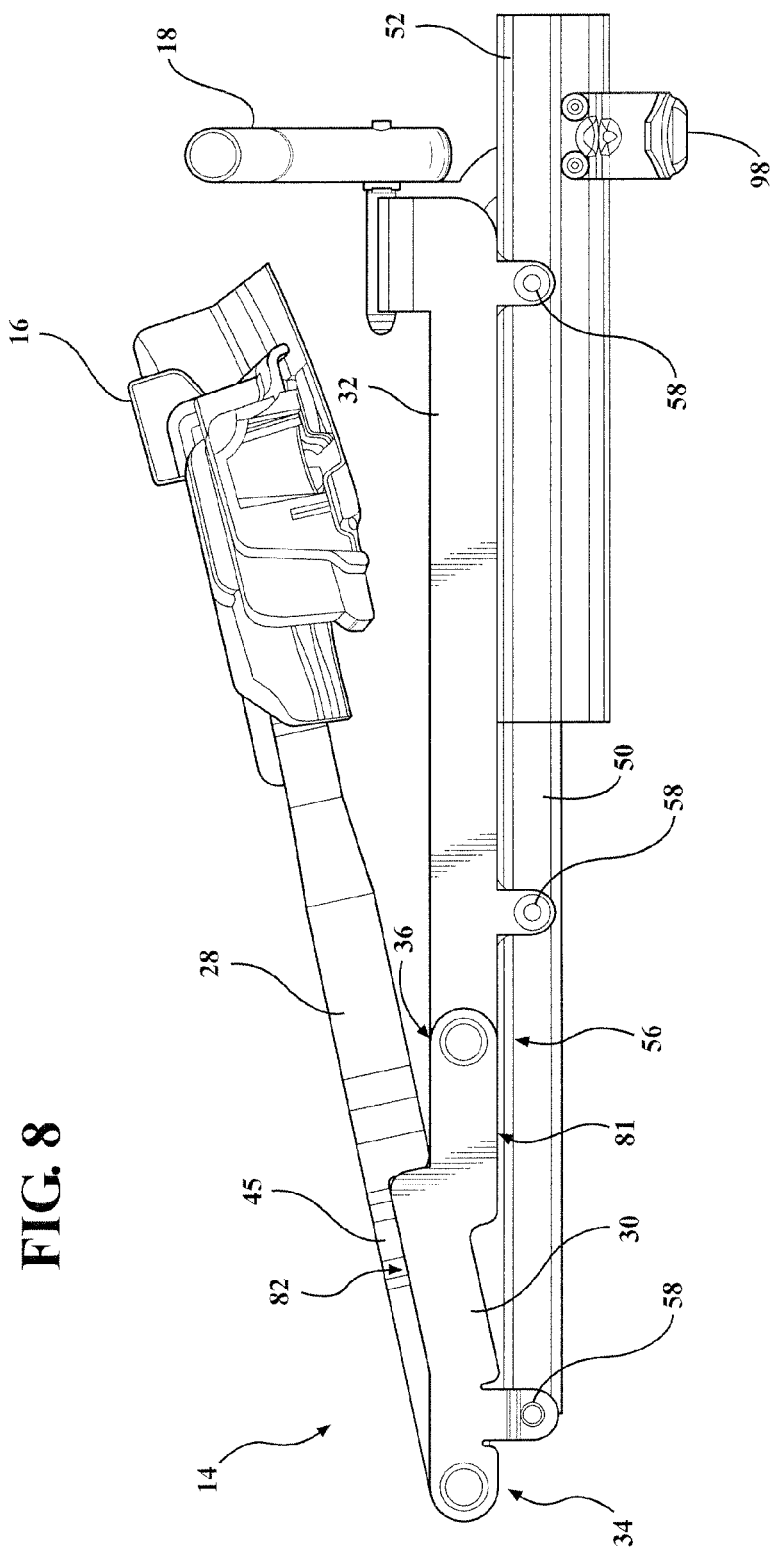


FIG. 6





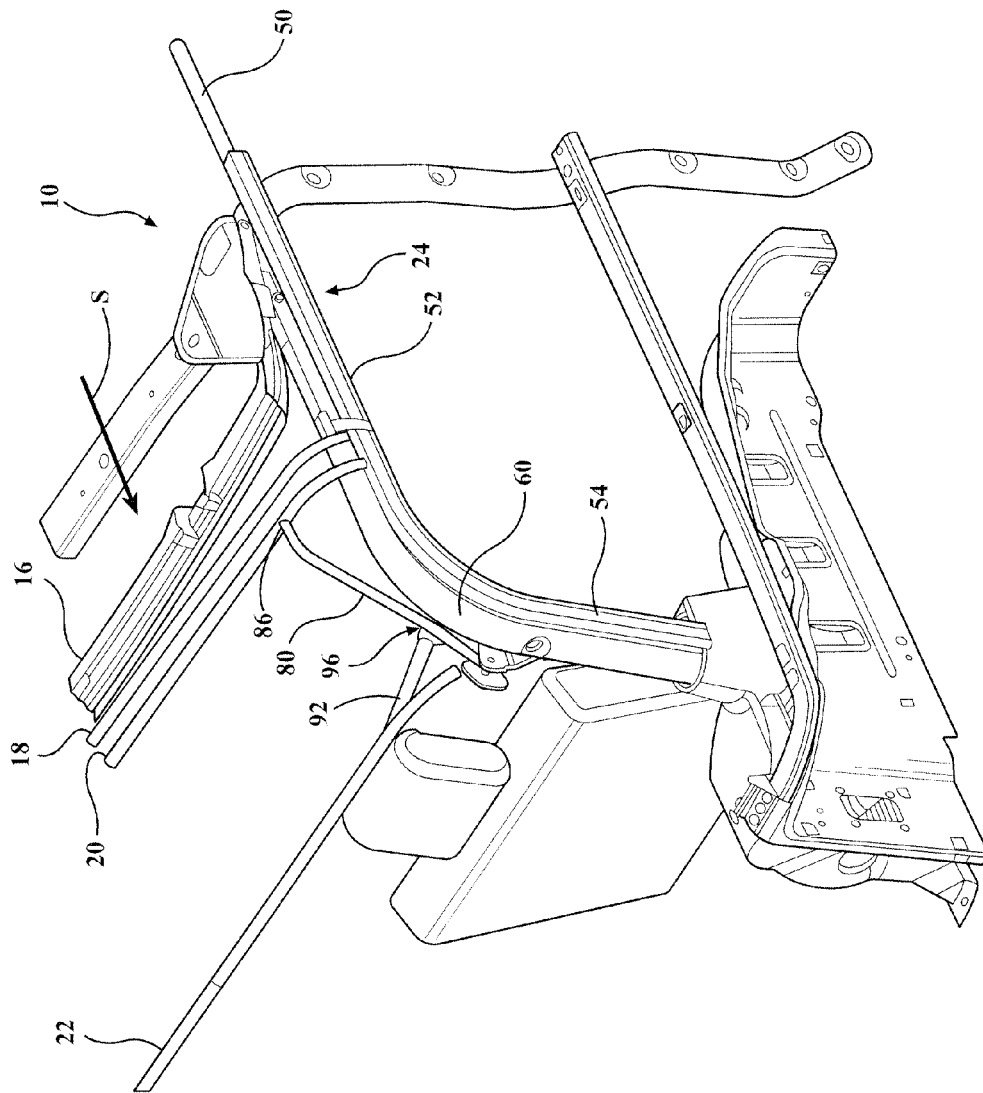


FIG. 9

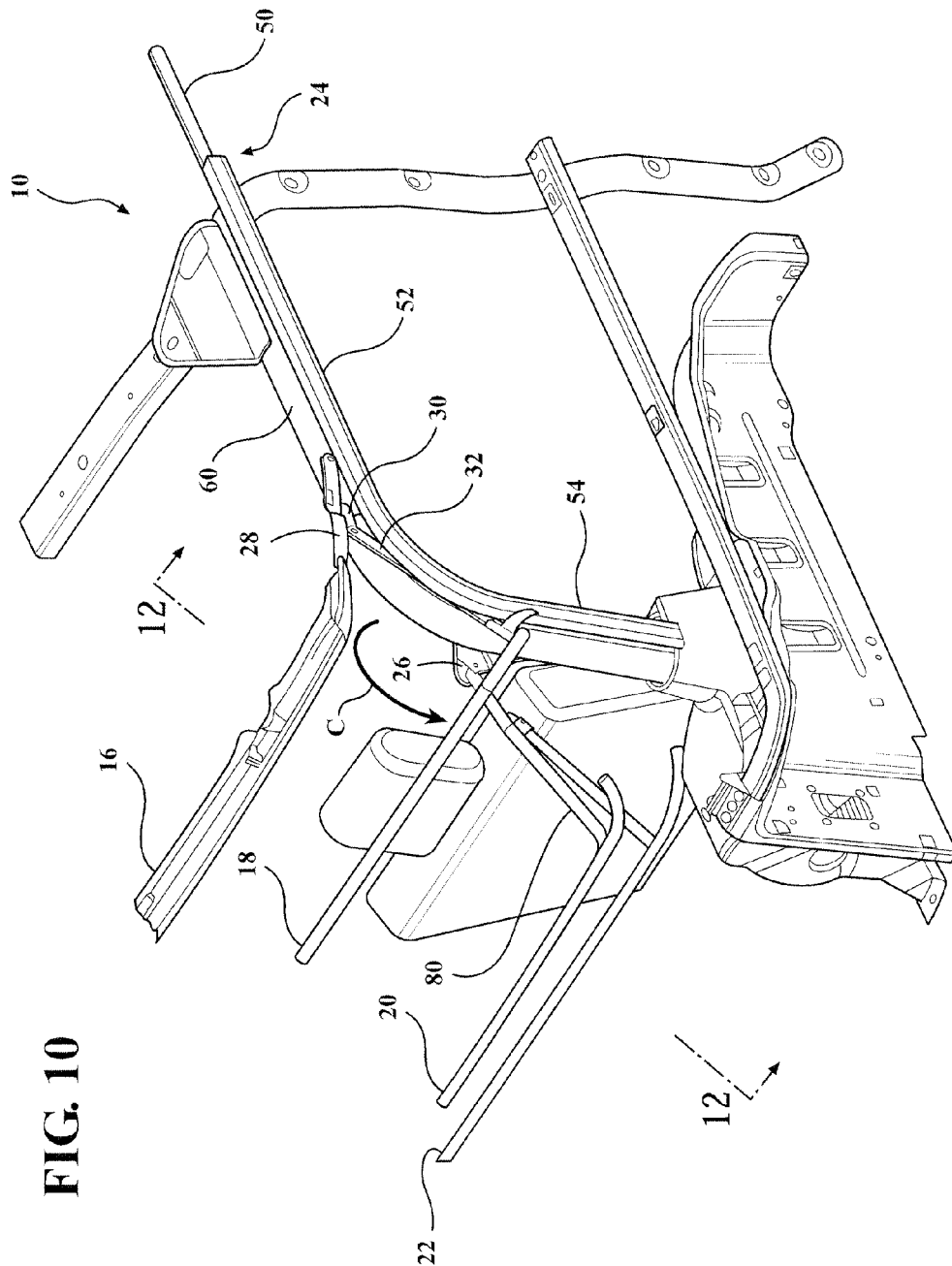


FIG. 10

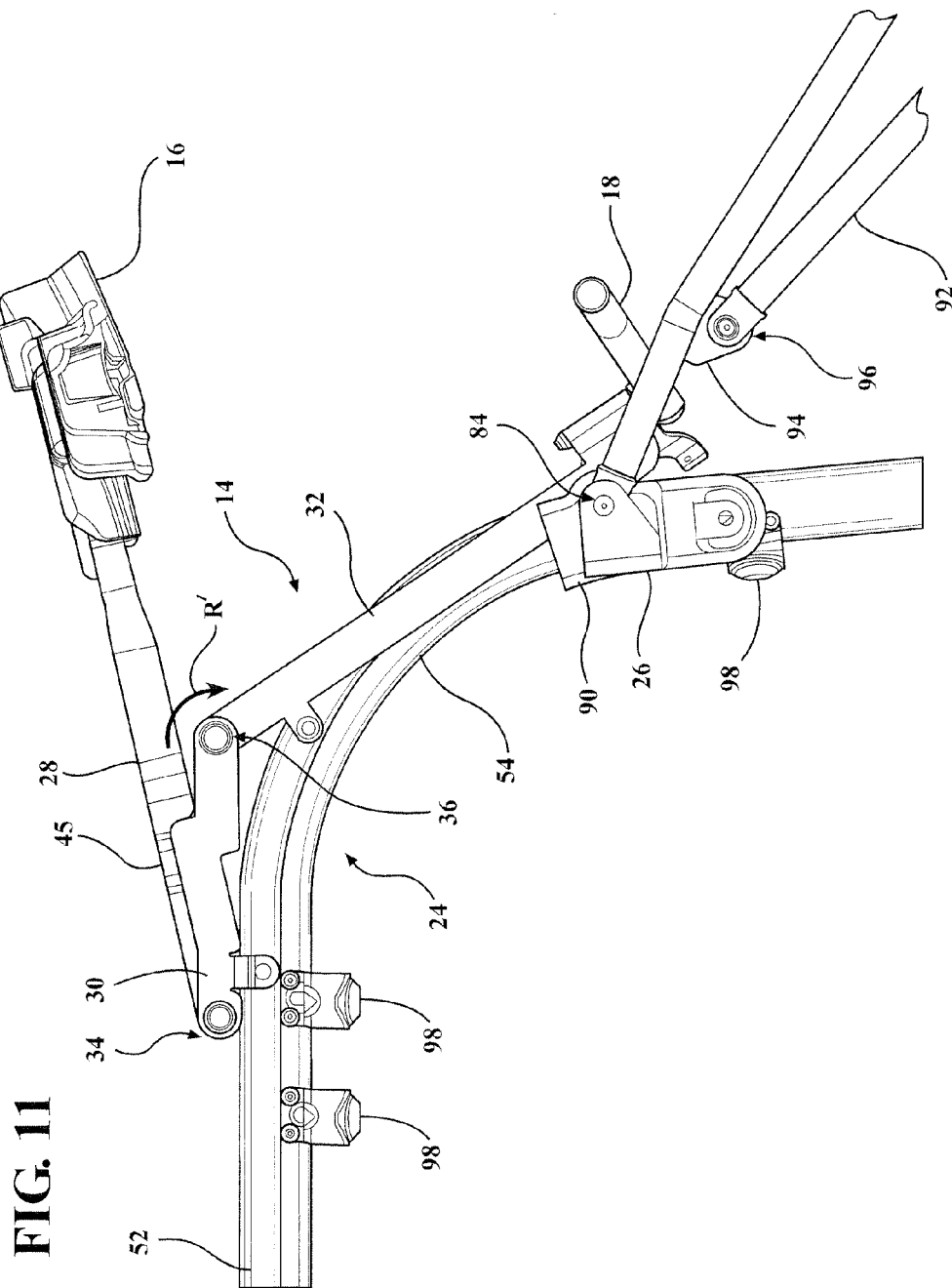


FIG. 11

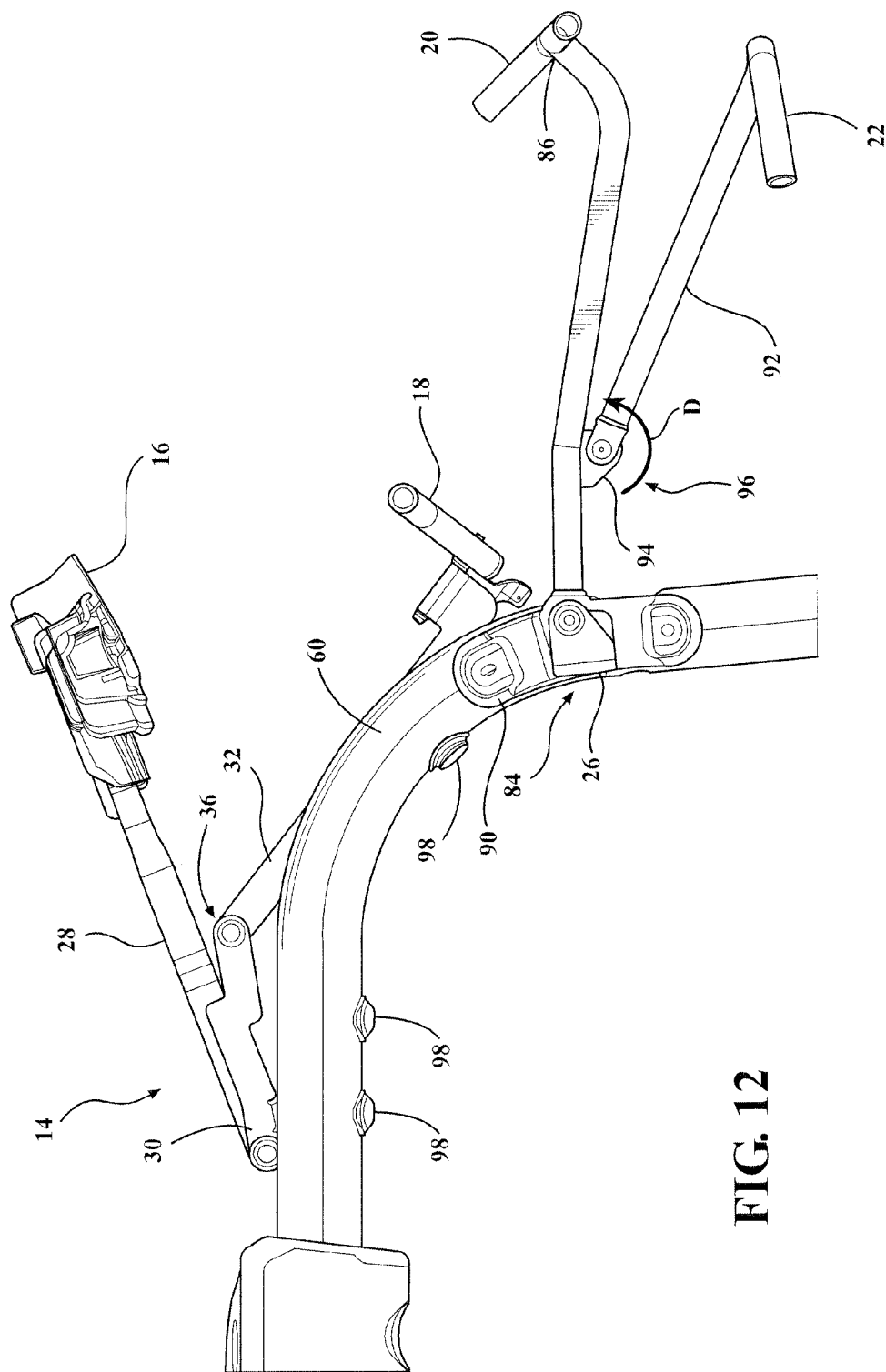
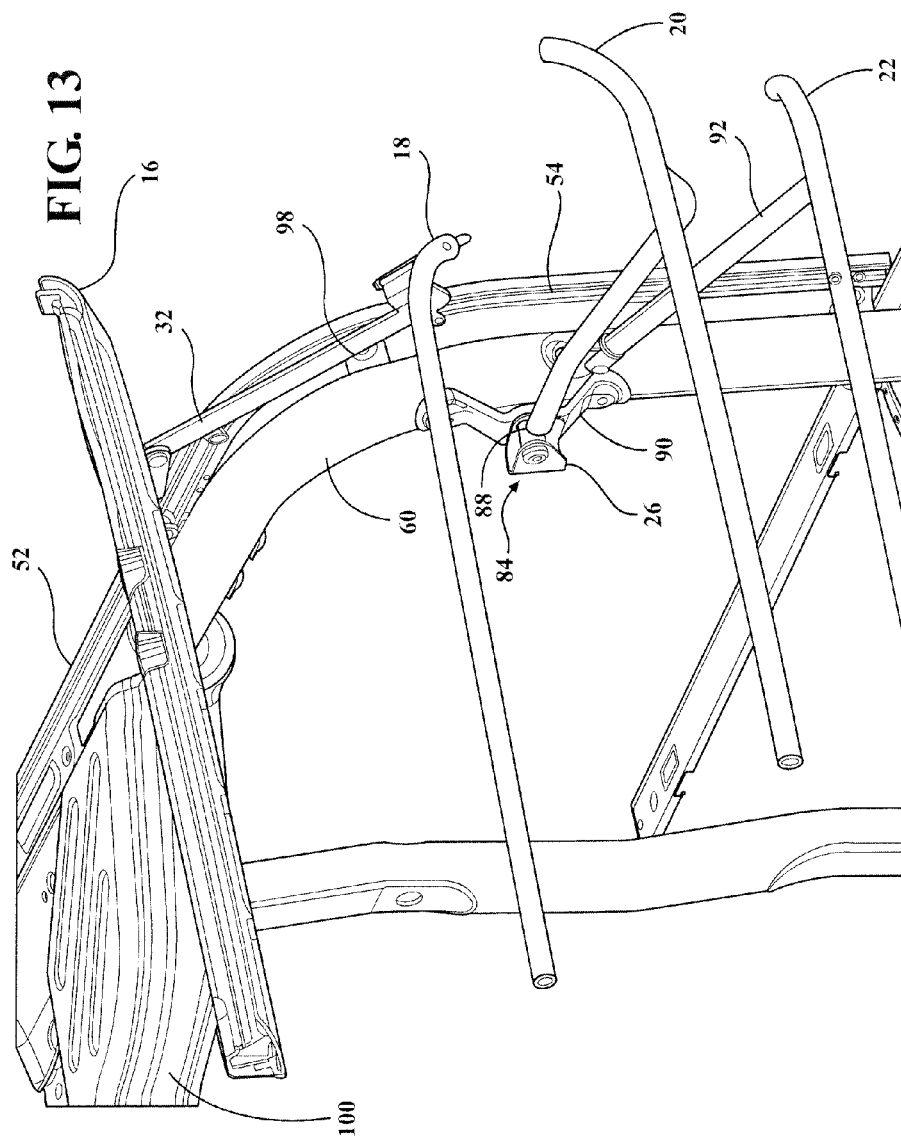


FIG. 12



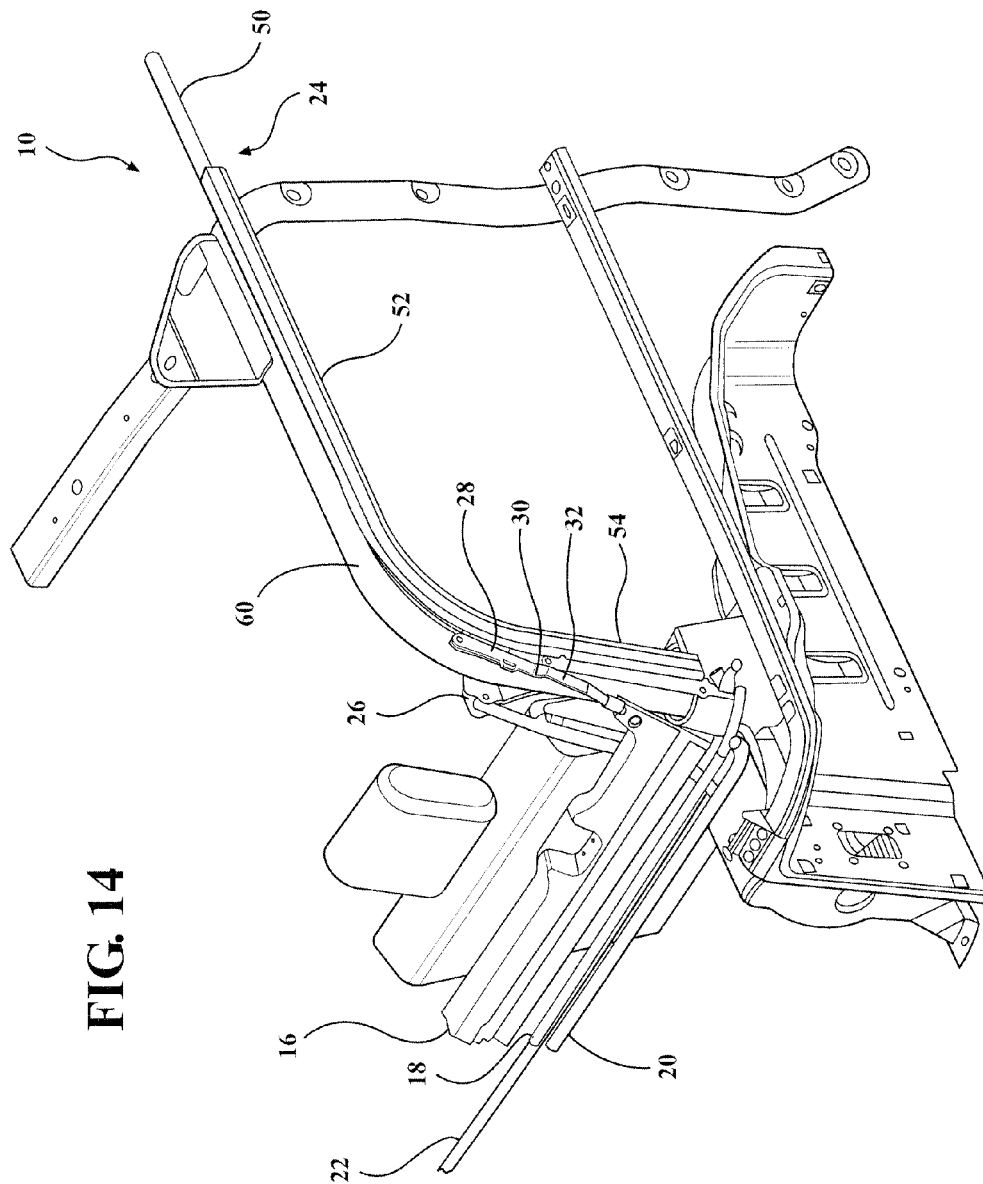


FIG. 14

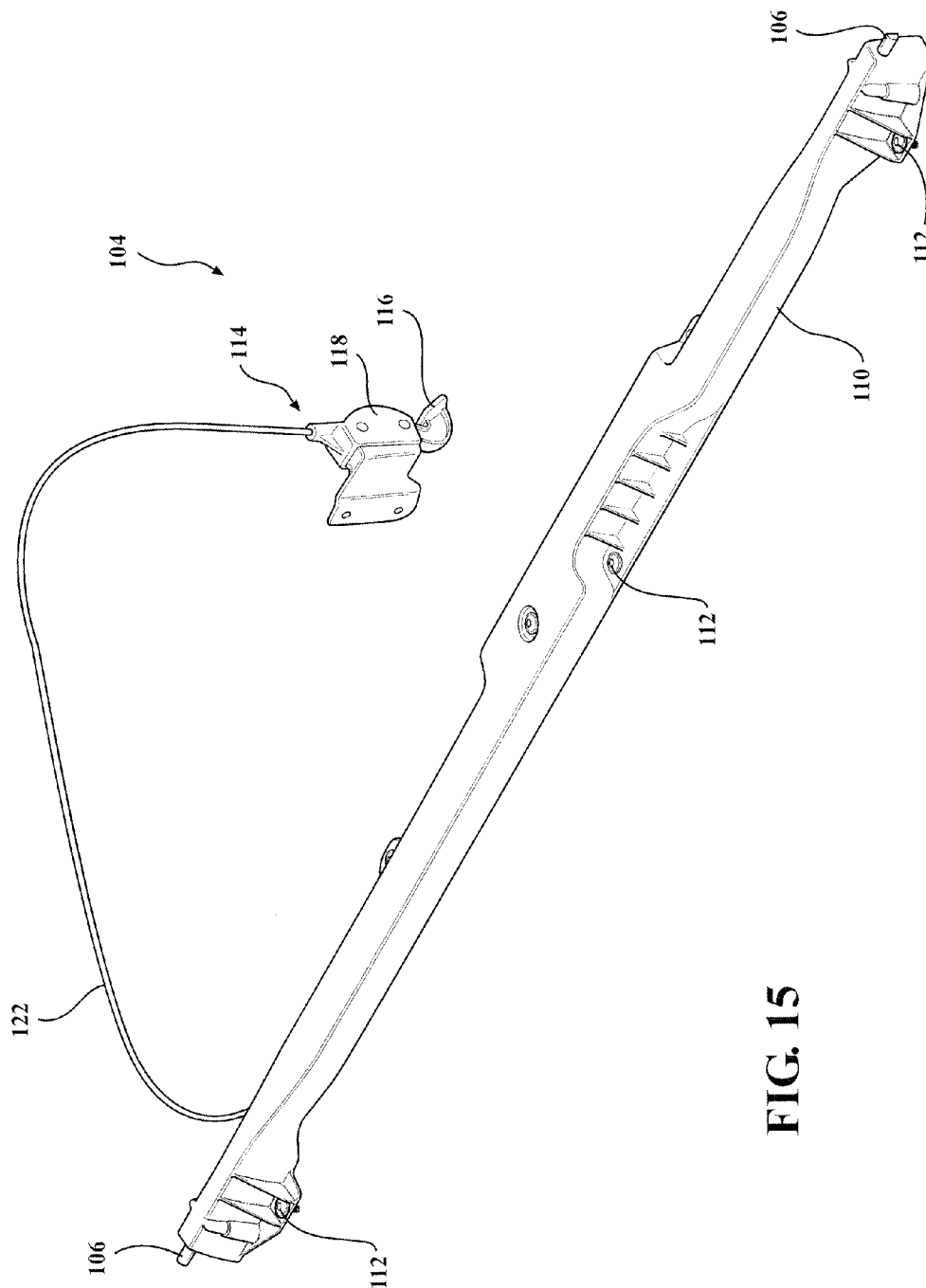
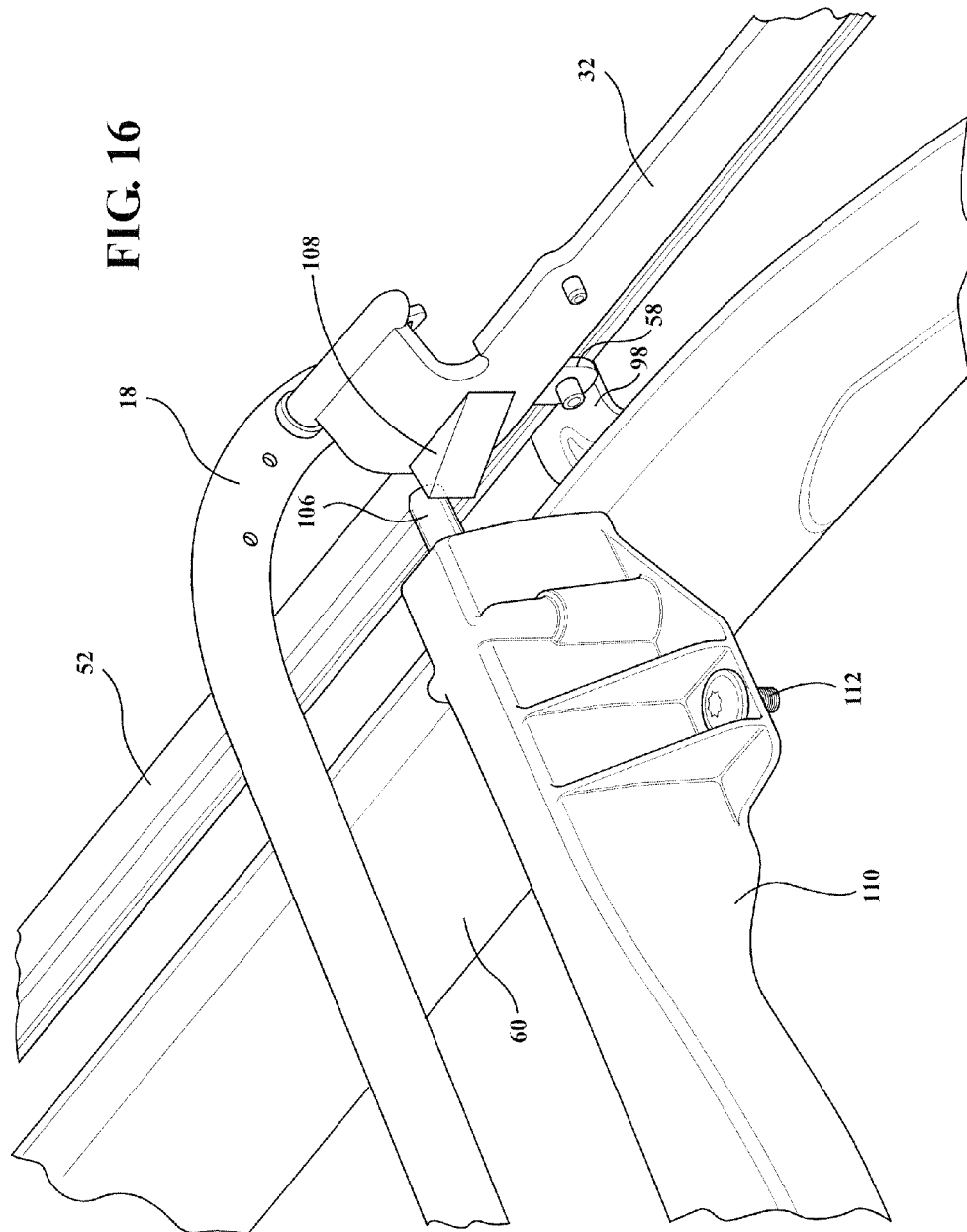


FIG. 15



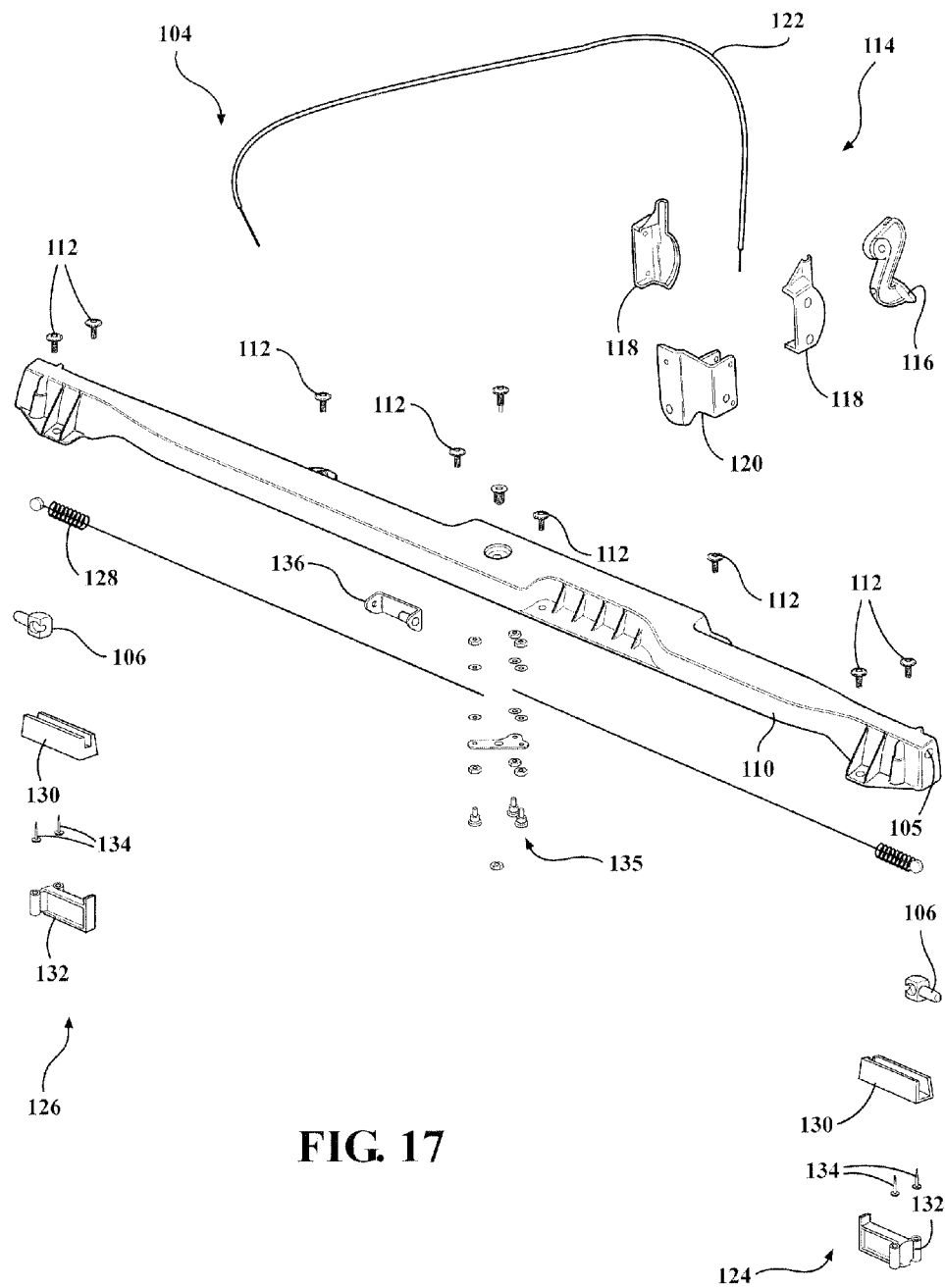


FIG. 17

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SLIDING/FOLDING SOFT TOP ASSEMBLY FOR SUV

CROSS-REFERENCE TO RELATED APPLICATIONS

This application claims the benefit of U.S. Provisional Application No. 61/712,997, filed Oct. 12, 2012. The disclosure of the above application is incorporated herein by reference

FIELD OF THE INVENTION

The present invention relates to a frame arrangement used in a soft top roof cover assembly for a vehicle.

BACKGROUND OF THE INVENTION

Soft top roof assemblies are generally known and used for a variety of vehicles to allow an operator to selectively retract or remove all or a portion of the vehicle's roof exposing the interior passenger and/or storage spaces. Typical soft top roofs have a cover formed of one or more pieces of fabric, vinyl or other cloth type of foldable material supported by a frame.

The frame is releasably connected using semi-rigid attachment fixtures, e.g., rail retainers, plastic channels, etc., to a fixed vehicle support frame or structure formed of numerous rigid and/or semi-rigid support rails, support member(s), sport/roll bar(s), etc. to form a removable or retractable vehicle roof. Additionally panels, e.g., comprising clear plastic forming windows and/or vinyl, fabric or other cloth type of foldable material, are generally releasably attached to the cover, e.g., using zippers, velcro, and/or snaps, etc.

Known frames also have pivotable members that permit the frame and the foldable material supported by the frame to be moved between a retracted and a deployed position, e.g., retracted to expose the vehicle interior, and a deployed position in which the cover prevents the interior of the vehicle from being exposed to environment. A header is attached to the cover and a pivotable linkage and is releasably attached to the windshield frame. Generally, when header latches under the vehicle visor are released from the windshield frame by the operator, the operator can fold the header and the cover back and hold them in place with Velcro® straps. When desirable to have a partially removed roof during transit, the cover is secured in place using Velcro straps wrapped around the linkage and side bows of the vehicle along the roofline. When desirable to have a fully retracted roof, foldable frame members, including the header and linkage, are further retracted to a lowered position located rearward of passenger seating.

Generally, when the cover is in the fully retracted position and the operator desires to deploy or close the cover, the operator grasps the linkage adjacent the header on one side of the vehicle and raises a pivot point of the linkage to a location on top of the vehicle frame, usually in a location above a front quarter window frame, and snaps the linkage into a fixed locking mechanism. This locks the linkage in place relative to the front quarter window frame while allowing the linkage half having the header to be rotated by the operator to pivot the header toward the windshield frame. The header latches are engaged by the operator thereby securing the header to the windshield frame. The fully extended or deployed soft top roof assembly thereby seals off the driver/passenger/storage compartment from the environment.

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While various soft top assemblies have been developed, they are difficult to operate. Soft top assemblies are particularly difficult to cycle, e.g., between a retracted and deployed position and vice versa, especially by one operator. Typically, the top frame assembly allows too much free play. The top frame and cover of the assembly also binds up on at least the vehicle side sport/roll bars making the soft top assemblies difficult to operate and control. This can also cause damage to the soft top assemblies from an operator trying to force operation of the soft top assembly.

Accordingly, there exists a need for a sliding/folding soft top assembly configured to improve ease of use and effectiveness.

SUMMARY OF THE INVENTION

The present invention is directed to a sliding/folding soft top assembly for a vehicle, preferably, for a sports utility vehicle, e.g., a two door sports utility vehicle, which can be selectively moved between a retracted stowable position and a deployed position. The sliding/folding soft top assembly of the present invention includes a first bow member or header connected to a first linkage assembly and a second linkage assembly, a first guide track coupled to the first linkage assembly, and a second guide track coupled to the second linkage assembly. A second bow member is operably coupled to the first and second linkage assemblies. A third bow member and a fourth bow member are operably coupled to a first pivot bracket and a second pivot bracket, respectively. At least the first bow, second bow, third bow, fourth bow, first and second guide tracks, first and second pivot brackets, and first and second linkage assemblies, form a frame for supporting and moving a cover of the sliding/folding soft top assembly.

When the sliding/folding soft top assembly is in the deployed position, latches on the first bow are attached to the windshield header, e.g., under the visors, of the vehicle and the cover seals off the interior of the vehicle. The first and second linkage assemblies comprise pivot joints to rotate the first bow rearward to a first stowed position where it is secured so the vehicle may be operated while in this first stowed position.

When the sliding/folding soft top assembly is moved from the first stowed position to a second or fully stowed position, the first and second linkage assemblies are slid rearward along the first and second guide tracks and the first, second, third and fourth bows are lowered to behind a storage space of the vehicle interior. As the fourth and third bows are moved rearward they freely rotate about the first and second pivot brackets into the second stowed position. In addition, as the first and second linkage assemblies are slid rearward, the first bow clears the vehicle's sport/roll bars and the first and second guide tracks.

Further areas of applicability of the present invention will become apparent from the detailed description provided hereinafter. It should be understood that the detailed description and specific examples, while indicating the preferred embodiment of the invention, are intended for purposes of illustration only and are not intended to limit the scope of the invention.

BRIEF DESCRIPTION OF THE DRAWINGS

The present invention will become more fully understood from the detailed description and the accompanying drawings, wherein:

FIG. 1 is a perspective view of the soft top assembly, in accordance with the present invention shown in an environment of use;

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FIG. 2 is an enlarged sectional side elevation view taken along line 2-2 of FIG. 1 of the soft top assembly, in accordance with the present invention;

FIG. 3 is an enlarged perspective view taken along line 2-2 of FIG. 1 of the soft top assembly depicted in FIGS. 1-2, in accordance with the present invention;

FIG. 4 is an enlarged perspective view as indicated by arrow 4 of FIG. 3 of the soft top assembly depicted in FIGS. 1-3 illustrating a plurality of guide rollers within a first guide track, in accordance with the present invention;

FIG. 5 is an exploded view of a first linkage assembly of the soft top assembly, in accordance with the present invention;

FIG. 6 is an enlarged perspective sectional view of the soft top assembly illustrated in FIG. 1 and as depicted in FIGS. 1-5, illustrating rotation of a first bow, in accordance with the present invention;

FIG. 7 is an enlarged perspective sectional view of the soft top assembly depicted in FIG. 1 illustrating a first bow in a first stowed position, in accordance with the present invention;

FIG. 8 is an enlarged side elevation view of the soft top assembly depicted in FIG. 2, illustrating a first bow in a first stowed position, in accordance with the present invention;

FIG. 9 is an enlarged perspective sectional view of the soft top assembly depicted in FIG. 1 illustrating rearward sliding of the first linkage assembly of the soft top assembly, in accordance with the present invention;

FIG. 10 is an enlarged perspective sectional view of the soft top assembly depicted in FIG. 1 illustrating sliding and rotation of the soft top assembly, in accordance with the present invention;

FIG. 11 is an enlarged sectional side elevation view with a sport/roll bar omitted for figure clarity, illustrating further sliding and rotation of the soft top assembly and a first bow clearing a guide track assembly, in accordance with the present invention;

FIG. 12 is an enlarged sectional side elevation view taken along line 12-12 of FIG. 10 of the soft top assembly, in accordance with the present invention;

FIG. 13 is a perspective view of FIG. 12, in accordance with the present invention;

FIG. 14 is an enlarged perspective sectional view of the soft top assembly depicted in FIG. 1 in a retracted stowed position, in accordance with the present;

FIG. 15 is a perspective view of a latch mechanism assembly, in accordance with the present invention;

FIG. 16 is a detailed perspective view illustrating one end of the latch mechanism assembly of FIG. 15 engaging a plunger catch of a second linkage assembly of the soft top assembly, in accordance with the present invention; and

FIG. 17 is an exploded view of the latch mechanism assembly of FIG. 15.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

The following description of the preferred embodiment(s) is merely exemplary in nature and is in no way intended to limit the invention, its application, or uses.

Referring to FIGS. 1-17 generally, there is provided a soft top assembly, shown generally at 10, that is a sliding and folding soft top assembly, in accordance with the present invention. A frame, generally shown at 12, of the sliding/folding soft top assembly 10 includes a first linkage assembly, generally shown at 14, second linkage assembly, shown generally at 15, a first bow 16, second bow 18, third bow 20,

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fourth bow 22, first guide track, shown generally at 24, second guide track, shown generally at 25, a first pivot bracket 26, and a second pivot bracket, shown generally at 27, such that the frame 12 supports the cover, not shown for clarity, and allows an operator to selectively move the soft top assembly 10 between a retracted stowed position and a deployed position, as well as a first stowable position (illustrated in FIGS. 7 and 8) where the cover is partially retracted. The soft top assembly 10 is operably configured to allow one operator to more easily move the soft top assembly 10 between the deployed position and retracted stowed position.

The first bow 16, second bow 18, third bow 20 and fourth bow 22 are shown broken along their lengths throughout FIGS. 2-14 for figure clarity and to illustrate that the bows may be any different length suitable for and dependent upon the particular vehicle application. It is understood that the first and second linkage assemblies 14, 15 and first and second guide tracks 24, 25 can also be any length suitable for and dependent upon the particular application. One such application, for exemplary purposes, is for use with a two door Jeep® sports utility vehicle. It is understood that the second side, toward driver side, of the soft top assembly 10 is substantially a mirror image with like components to the first side, passenger side, depicted throughout the figures.

The first linkage assembly 14 (and corresponding second linkage assembly 15) includes a front link 28, center link 30, rear link 32, a front pivot joint, generally shown at 34, and a rear pivot joint, generally shown at 36. One end of the front link 28 is connected to the first bow 16. The other end of the front link 28 is connected to the front end of the center link 30, creating the front pivot joint 34, using a shoulder rivet 38 extending through an aperture 40 formed in the front link 28 and an aperture 42 formed in the center link 30. The front pivot joint 34 also has bushings 44 that receive the shoulder rivet 38 on both sides of the center link 30.

The front pivot joint 34 permits rotation, indicated by rotation arrow "R" in FIG. 6, of the front link 28 and first bow 16 in the rearward direction to a first stowed position (e.g., rotated at least 120 degrees and less than 180 degrees from a deployed position where the first bow 16 is attached to the windshield header). The cover folds below the first bow 16 to which it is coupled when the first bow 16 is rotated to the first stowed position thereby exposing the vehicle interior, typically, exposing the driver and front passenger seat area.

The vehicle may be operated with the soft top assembly 10 in this first stowed position by securing the first bow 16 and front link 28 to the center link 30, rear link 32 and/or vehicle structure. A latch mechanism assembly, shown generally at 104, is configured to secure the position of the first and second linkage assemblies 14, 15 and prevent undesired sliding of the first and second linkage assemblies 14, 15 in the first and second guide tracks 24, 25. Additionally, releasable straps or any suitable means for quickly and effectively preventing the first bow 16 and front link 28 from rotating forward can be used.

A stop 45 protrudes from the inner side of the front link 28 of the first linkage assembly 14. The center link 30 is configured to contact the bottom of the protruding stop 45 to control the height and angle of the first bow 16 in the first stowed position making room for the cover. This also facilitates smooth sliding of the first linkage assembly 14 and controls the height of the first bow 16 for clearing the sport/roll bar 60, first and second guide tracks 24, 25, as well as any intermediary cross car support structure 100 between the deployed and retracted stowed positions. The center link 30 has a raised portion, generally shown at 82, that is angled upward to an

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operable height and contacts the stop **45**, and a lower portion, generally shown at **81**, parallel to a plane of the front of the central link **30**.

The rearward portion of the rear link **32** is connected to the second bow **18**. The front end of the rear link **32** is connected to an end of the center link **30**, creating the rear pivot joint **36**, using a shoulder rivet **46** extending through an aperture **47** formed in the rear link **32** and an aperture **48** formed in the center link **30**. The rear pivot joint **36** also has bushings **49** that receive the shoulder rivet **46** on both sides of the center link **30** adjacent the aperture **47** formed therein. The rear pivot joint **36** permits rotation of the rear link **32** relative to the center link **30** (e.g., downward rotation as illustrated in FIG. **11** indicated by rotation arrow "R", and upward rotation). The front and rear pivot joints **34,36** permit rotation of said rear link **32** and/or center link **30** such that as said first and second linkage assemblies **14,15** slide between said deployed position and/or first stowed position and said retracted stowed position, said rear link **32** and/or center link **30** rotates at said front and/or rear pivot joint **34,36** for traversing a curved area of said first and second guide tracks **24,25** and controlling the height of said first bow **16** to clear the sport/roll bar **60** and first and second guide track **24,25**.

The first guide track **24** (and corresponding second guide track **25**) includes a front track **50** connected to a center track **52** that is connected to a rear track **54**, which when assembled together, provides a continuous track recess, generally shown at **56**, for a plurality of guide rollers **58** to smoothly slide rearward and forward within the first guide track **24**. Alternatively, the first and second guide track **24,25** sections can be formed as one piece. The front track **50**, center track **52** and rear track **54** can be any length suitable for and dependent upon the particular application. Typically, the front track **50** and the center track **52** are located toward the top edge of the vehicle frame spaced an operable amount from the vehicle sport/roll bar **60**, while the rear track **54** is spaced an operable amount from the curved and then downward extending portion of the vehicle sport/roll bar **60** toward the rear of the vehicle. The rear track **54** extends behind second row passenger seating and/or the storage compartment area in the rearward area of the vehicle.

The first linkage assembly **14** has the plurality of guide rollers **58** which are configured to slidably couple to the first guide track **24**. Likewise, the second linkage assembly **15** has a plurality of guide rollers **58** slidably coupled to the first guide track **25**. The plurality of guide rollers **58** simultaneously slide within the track recess **56** of the first guide track **24** and second guide track **25**.

Each of the plurality of guide rollers **58** includes a boss and/or bushing with a projecting pin **62** operable for connecting to at last the center and rear links **30,32**, respectively. The pin **62** of one of the plurality of guide rollers **58** extends through an aperture **64** formed in a bracket member **66** on the bottom of the center link **30** to couple the guide roller **58** near the forward end of the center link **30**. The pin **62** of another one of the plurality of guide rollers **58** extends through an aperture **68** formed in a bracket member **70** on the bottom of the rear link **32** to couple the guide roller **58** toward the forward end of the rear link **32**. The pin **62** of yet another one of the plurality of guide rollers **58** extends through an aperture **72** formed in a bracket member **74** on the bottom of the rear link **32** to couple the guide roller **58** toward the rearward end of the rear link **32**.

The track recess **56** is generally channel shaped, preferably, channel shaped with a downward projecting lip **76** and an upward projecting lip **78** to help prevent undesirable lateral movement of the plurality of guide rollers **58** including mov-

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ing laterally out of the track recess **56**. This also helps prevent undesirable movement or slop within the track recess **56** to provide a smoother simultaneous sliding of the plurality of guide roller **58** and help prevent shimmying and/or binding when an operator moves the soft top assembly **10** along the first and second guide track **24,25**. The soft top assembly **10** is operably configured so as to not allow the plurality of guide rollers **58** to exit the ends of the first and second guide tracks **24,25** when in the deployed or first and second stowed positions.

The latch mechanism **104** is used to secure the position of the first and second linkage assemblies **14,15** in the first and second guide tracks **24,25** using a latch plunger **106** located at each end of the latch mechanism to engage a respective plunger catcher **108**. The latch mechanism **104** is a cross car assembly including a housing **110** that is secured to the vehicle structure by a plurality of fasteners **112**, most preferably, using a screw type fasteners. The plunger catcher **108** is located adjacent to and protrudes from the rear link **32** of the first and second linkage assemblies **14,15**. Most preferably, located adjacent to the rearmost guide roller **58** and/or rearmost end of the rear link **32**. The latch mechanism **104** is mounted adjacent to the plunger catcher **108** such that the latch plunger **106** functions as a stop to prevent undesired rearward movement of the first and second linkage assemblies **14,15**.

There is further provided a release lever assembly, shown generally at **114**, including a release lever **116**, two piece housing **118**, lever attachment bracket **120**, and a release cable **122**. The release cable **122** is operably coupled at one end to the release lever **116** and toward the other end to a left hand cable assembly, shown generally at **124**, and/or right hand cable assembly shown generally at **126**, and cable reaction/crank assembly **135** having a cable reaction bracket **136** located within the housing **110**. The release lever **116** is mounted by the attachment bracket **120** to the sport/roll bar **60** below the first pivot bracket **26** or second pivot bracket **27** for convenient use by the operator and to avoid interference with moving components. The release cable **122** is any length suitable operably for affixing to the release lever assembly and any vehicle structure, e.g., sport/roll bar **60**, location(s) to prevent interference with vehicle components.

A plunger assembly, shown generally at **126**, is located within both ends of the housing **110** such that each plunger **106** extends through an aperture **105** at the distal end of the housing **110** to abut against a respective plunger catcher **108**. The plunger assembly **126** includes the plunger **106** coupled to a biasing member **128** of the first and second cable assembly and a plunger housing **132** and a spacer block **132** connected to the plunger housing **130** with fasteners **134**.

When the soft top assembly **10** is in the first stowed position, the vehicle may be operated in this position as the latch mechanism **104** secures the position of the first and second linkage assemblies **14,15** in the first and second guide tracks **24,25**. The latch mechanism **104** is selectively un-latched or otherwise disengaged from the plunger catcher **108** at the rear link **32** by an operator using the release lever **116** to release the latch mechanism **104** in order to slide the soft top assembly **10** rearward in the first and second guide tracks **24,25**.

As the first and second linkage assemblies **14,15** are selectively moved further in the rearward direction (shown as "S" in FIG. **9**) in the first and second guide tracks **24,25**, the first bow **16** and second bow **18** both move at the same rate toward the retracted stowed position. The second bow **18** is configured to extend cross car and is connected to the upper rearward end of the rear link **32** of the first linkage assembly **14** and second linkage assembly **15**. Thus, the first bow **16** is

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connected to the forward end of the linkage assemblies **14,15** and the second bow **18** is connected to the rearward end of the linkage assemblies **14,15**. As can be seen from FIGS. **7** and **9**, as the first and second bows **16,18** move rearward the distance between both the first and second bows **16,18** to the third bow **20** is decreasing.

The third bow **20** extends cross car above the top plane of the first and second guide tracks **24,25** when in the deployed position and has curved free end portions located adjacent thereto. A pair of rods **80** extends from the third bow **20** and is coupled to the first pivot bracket **26** and second pivot bracket **27**, respectively, where each rod **80** attachment creates a third pivot joint, generally shown at **84**. A distal end **86** of each rod **80** is located inward to the curved end portion of the third bow **20** and second distal ends **88** are each pivotably coupled to the first and second pivot brackets **26,27**. Each of the first and second pivot brackets **26,27** is connected to an attachment bracket **90** located on the inward side of the sport/roll bars **60** opposite to the rear track **54**.

The pair of rods **80** are configured to extend at a generally upward and forward angle from the first and second pivot brackets **26,27** to the third bow **20** when the soft top assembly **10** is in the deployed position and first stowed position. As the soft top assembly **10** moves further toward the retracted stowed position, the pair of rods **80**, and therefore the third bow **20**, freely rotate about the first and second pivot brackets **26,27**, as illustrated by rotational arrow "C" in FIG. **10**, into a downward and rearward position. A corner bracket **102** (see FIG. **1**) is connected where each rod **80** connects to the third bow **20** for additional strength and rigidity.

The fourth bow **22** extends cross car and has curved free end portions. A pair of second rods **92** is connected to the fourth bow **22** and pivotably coupled to the pair of rods **80** that are connected to the third bow **20**. The pair of rods **80** each have a bracket **94** for connecting to the fourth bow **22**. Each pivotable connection creates a fourth pivot joint, generally shown at **96**. The second pair of rods **92** are configured to extend at a generally upward and rearward angle from the pair of rods **80** to the fourth bow **22** when the soft top assembly **10** is in the deployed position and first stowed position. As the soft top assembly **10** moves further toward the retracted stowed position, causing the pair of rods **80** to freely rotate about the first and second pivot brackets **26,27** to a downward and rearward position, this causes the second pair of rods **92** and therefore the fourth bow **22**, to freely rotate at each fourth pivot joint **96**, as illustrated by rotational arrow "D" in FIG. **12**, to a downward and rearward position.

The first and second guide tracks **24,25** are spaced an operable distance from the sport/roll bar **60** to allow easier and smoother sliding and folding of the soft top assembly **10**. The first and second guide tracks **24,25** are connected to the vehicle frame and/or sport/roll bar **60** using a plurality of attachment brackets **98**. Optionally, additional attachment devices suitable for securely attaching the soft top assembly **10** a predetermined distance from the vehicle frame and/or sport/roll bar **60** are contemplated.

When operating the soft top assembly **10**, an operator can retract the soft top assembly **10** to the fully retracted stowed position by first un-latching the first bow **16** from the windshield header, e.g., un-latching header latches located under the visors. The operator, standing on either side of the vehicle, then rotates the first bow **16** rearwardly about the front pivot joint **34** to fold the first bow **16** back to the first stowed position. The vehicle may be operated in this first stowed position as the position of the first and second linkage assemblies **14,15** is secured in the first and second guide tracks

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24,25 by the latch mechanism **104**. The stop **45** on the front link **28** controls the height of the front bow **16**.

To further retract the soft top assembly **10**, an operator uses the release lever **116** to release the latch plungers **106** from the plunger catchers **108** at the rear links **32**. When the operator begins sliding the soft top assembly **10** rearward the plurality of guide rollers **58** of the first and second linkage assemblies **24,25** translate along the first and second guide tracks **24,25** moving the first and second bow **16,18** therewith. As the soft top assembly **10** slides rearward the front bow **16** motion is controlled by the first and second guide tracks **24,25** so that the front bow **16** raises and clears the sport/roll bars, which is a significant improvement over conventional assemblies, and clears the first and second guide tracks. The first and second linkage assemblies **14,15** are also operably configured to allow the plurality of guide rollers **58** to smoothly traverse the curve of the first and second guide tracks **24,25** and bows to clear the sport/roll bars.

The third bow and fourth bow will freely rotate about the first and second pivot brackets **26,27** into a downward position. As the first and second linkage assemblies **14,15** move vertically downward along the rear track **54** portion, the first, second, third, and fourth bows are pulled tighter to the vehicle in the retracted stowed position. In the fully retracted stowed position each of the plurality of guide rollers **58** is located within the rear track **54**. This eliminates the need for an operator to locate the guide rollers **58** into the first and guide tracks **24,25** when it is desired to move the soft top assembly out of the retracted stowed position. This additionally allows a single operator to more easily slide the soft top assembly **10** into the first stowed and deployed positions.

The description of the invention is merely exemplary in nature and, thus, variations that do not depart from the gist of the invention are intended to be within the scope of the invention. Such variations are not to be regarded as a departure from the spirit and scope of the invention.

What is claimed is:

1. A sliding/folding soft top assembly for a vehicle comprising:
 - first and second guide tracks;
 - first and second linkage assemblies slidably coupled to said first and second guide tracks, said first and second linkage assemblies including a plurality of guide rollers for moving said first and second linkage assemblies along said first and second guide tracks;
 - first and second pivot brackets;
 - a first bow connected to said first and second linkage assemblies;
 - a second bow coupled to said first and second linkage assemblies;
 - a third bow pivotably coupled to said first and second pivot brackets; and
 - a fourth bow operably coupled to said third bow;
 said sliding/folding soft top assembly configured to selectively move between a deployed position, first stowed position, and retracted stowed position.
2. The sliding/folding soft top assembly for a vehicle of claim 1, wherein each of said first and second guide tracks further comprises a track recess configured to allow sliding of said first and second linkage assemblies between the deployed position, the first stowed position and retracted stowed position while minimizing lateral movement of said plurality of guide rollers.
3. The sliding/folding soft top assembly for a vehicle of claim 2, wherein said track recess is a channel further comprising a downward projecting lip and/or an upward project-

ing lip for preventing lateral movement of said plurality of guide rollers out of said track recess.

4. The sliding/folding soft top assembly for a vehicle of claim 1, further comprising a latch mechanism assembly having a pair of plungers configured for selectively securing the position of said first and second linkage assemblies in said first and second guide tracks to allow said vehicle to be operated when said sliding/folding soft top assembly is in said first stowed position.

5. The sliding/folding soft top assembly for a vehicle of claim 1, wherein said first and second linkage assemblies further comprise a center link directly connected to a front link and a rear link.

6. The sliding/folding soft top assembly for a vehicle of claim 5, wherein said center link and rear link further comprise a plurality of guide rollers for selectively sliding said first and second linkage assemblies along said first and second guide tracks.

7. The sliding/folding soft top assembly for a vehicle of claim 5, wherein said center link further comprises a raised portion to contact a stop protruding from said front link for controlling the height of said front bow when in said first stowed position and when moving between said deployed position and retracted stowed position.

8. The sliding/folding soft top assembly for a vehicle of claim 5, wherein said front link is pivotably connected to said center link creating a front pivot joint, and said front link and first bow are rotatable from said deployed position rearward about said front pivot point to said first stowed position.

9. The sliding/folding soft top assembly for a vehicle of claim 5, wherein said rear link is pivotably connected to said center link creating a rear pivot joint such that as said first and second linkage assemblies slide between said deployed position and/or first stowed position and said retracted stowed position, said rear link and/or center link rotates for traversing a curved area of said first and second guide tracks and controlling the height of said first bow.

10. The sliding/folding soft top assembly for a vehicle of claim 1, further comprising a pair of rods connecting said third bow to said first and second pivot brackets, wherein as said first and second linkage assemblies move further toward the retracted stowed position, the pair of rods freely rotate about the first and second pivot brackets to bring said third bow into a downward position.

11. The sliding/folding soft top assembly for a vehicle of claim 1, further comprising a second pair of rods each pivotably coupling said fourth bow to said third bow at a forth pivot joint for rotating said fourth bow between the deployed position and retracted stowed position as the third bow rotates.

12. The sliding/folding soft top assembly for a vehicle of claim 1, further comprising an attachment bracket to connect each of said first and second pivot brackets to an inward facing side of respective sport/roll bars.

13. The sliding/folding soft top assembly for a vehicle of claim 12, further comprising a plurality of attachment brackets for coupling said first and second guide tracks to said sport/roll bars an operable distance from an outward facing side of said sport/roll bars.

14. A sliding/folding soft top assembly for a vehicle comprising:

first and second guide tracks each having a track recess;
first and second linkage assemblies comprising a plurality of guide rollers slidably coupled to said track recess;

first and second pivot brackets coupled to opposing sport/roll bars;

a first bow connected to said first and second linkage assemblies and rotatable to a first stowed position;

a latch mechanism assembly having a pair of plungers for selectively engaging said first and second linkage assemblies to prevent sliding of said first and second linkage assemblies when in said first stowed position;

a second bow connected to said first and second linkage assemblies;

a third bow pivotably coupled to said first and second pivot brackets; and

a fourth bow pivotably coupled to said third bow;

said sliding/folding soft top assembly configured to move between a deployed position, said first stowed position, and retracted stowed position using said first and second linkage assemblies and first and second pivot brackets.

15. The sliding/folding soft top assembly for a vehicle of claim 14, wherein said track recess is channel shaped and further comprises a downward projecting lip and/or an upward projecting lip for preventing lateral movement of said plurality of guide rollers out of said track recess.

16. The sliding/folding soft top assembly for a vehicle of claim 14, wherein said third and fourth bows are configured to freely rotate about the first and second pivot brackets between said deployed position and retracted stowed position.

17. The sliding/folding soft top assembly for a vehicle of claim 14, further comprising a pair of rods to connect said third bow to said first and second pivot brackets each creating a third pivot joint, such that said third and fourth bows freely rotate about the first and second pivot brackets to coincide with sliding of said first and second linkage assemblies between said deployed position and said retracted position.

18. The sliding/folding soft top assembly for a vehicle of claim 17, further comprising a second pair of rods to connect said fourth bow to said pair of rods each creating a fourth pivot joint.

19. A sliding/folding soft top assembly for a vehicle comprising:

first and second guide tracks each having a track recess;

first and second linkage assemblies comprising a plurality of guide rollers slidably coupled to said track recess;

first and second pivot brackets coupled to opposing sport/roll bars;

a first bow connected to said first and second linkage assemblies and rotatable to a first stowed position;

a latch mechanism assembly having a pair of plungers for selectively engaging said first and second linkage assemblies to prevent sliding of said first and second linkage assemblies when in said first stowed position;

a second bow connected to said first and second linkage assemblies;

a third bow pivotably coupled to said first and second pivot brackets; and

a fourth bow pivotably coupled to said third bow, wherein said third and fourth bows are configured to freely rotate about the first and second pivot brackets; and

wherein said sliding/folding soft top assembly is configured to move between a deployed position, said first stowed position, and retracted stowed position.